

# Bicycle and Pedestrian Project Funding Opportunities

March 2017

Presented by the Maryland Department of Transportation

Christy Bernal, State Highway Administration

Virginia Burke, The Secretary's Office

Aviva Brown, State Highway Administration

Luis Gonzalez, State Highway Administration

# Agenda

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## **Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS)**

Presented by Christy Bernal

## **Recreational Trails Program (RTP) and Federal Lands Access Program (FLAP)**

Presented by Christy Bernal

## **Maryland Bikeways Program**

Presented by Virginia Burke

## **Bicycle and Pedestrian Priority Areas**

Presented by Aviva Brown

## **Bike/Ped System Preservation Funds**

Presented by Luis Gonzalez

## **Questions**

Moderated by Oluseyi Olugbenle

# Transportation Alternatives Program (TAP) Overview

**Christy Bernal**

*Transportation Alternatives Program Manager*

Maryland Department of Transportation

State Highway Administration

Office of Planning and Preliminary Engineering

Regional and Intermodal Planning Division

March 2017

# Federal Funding Legislation

- FAST Act- Fixing America's Surface Transportation Act
  - Transportation Alternatives Program (TAP) = Surface Transportation Block Grants (STBG)
  - Same Eligible Project Categories



# Program Funding Structure

## SAFETEA-LU

Transportation  
Enhancements

Safe Routes to  
School

Recreational  
Trails

## MAP-21 / FAST- Act

Transportation  
Alternatives

Transportation  
Alternatives

Safe Routes to  
School

Recreational  
Trails

# Funding Allocation

- Each state receives a portion of federal TA Program funds designated for the Fiscal Year
  - A portion of each State's funding is allocated for the Recreational Trails Program
  - Remaining balance is allocated for TA projects:
    - A portion is allocated to the major Metropolitan Planning Organizations (BMC, MWCOG, WILMAPCO) based on population their relative share of the total State population
    - The remaining may be obligated to any area of the State

# Purpose of the Transportation Alternatives Program

- TA projects are federally-funded community-based projects that:
  - Expand travel options
  - Improve the transportation experience by improving the cultural, historic and environmental aspects of our transportation infrastructure
  - Improve safety for pedestrians and bicyclists
  - Reduce traffic congestion
  - Reduce emissions
  - Improve children's health





# Program Eligibility

- Be sponsored or co-sponsored by an eligible agency or authority
- Be related to the surface transportation system
- Meet one or more of nine eligible categories listed in the federal legislation
- Provide 20% cash match
  - Applications will be considered more qualified with a higher percentage of matching funds during selection
- Planning, Design, and Construction funding is eligible
  - Federal procurement requirements apply



# Eligible Project Sponsors

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School district, local education agencies, or schools
- Tribal governments
- Any other state, local, or regional governmental entity with responsibility for or oversight of transportation or recreational trails



Photo Credit: NTEC

# Project Responsibilities



- Sponsor:
  - Design, project management, and construction
  - Coordinate with key SHA team members to ensure project is meeting all milestone requirements
  - Monthly project reports and invoicing
  - Maintenance activities for the lifespan of the project
  
- SHA:
  - Provides assistance with the TAP process requirements – procurement, environmental permitting, right-of-way, reimbursement, etc.
  - Provides approvals during design, right-of-way, and construction phases

# Eligible Categories

## Provisions of Facilities for Pedestrians and Bicyclist



*Rock Creek Hiker-Biker Trail*

## Infrastructure-Related Projects and Systems that provide Safe Routes



*Sidewalk construction in Dorchester County*

# Eligible Categories

- Conversion of use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users



- Environment mitigation activities, including pollution prevention and pollution abatement activities and mitigation due to transportation construction



Photo Credit: NTEC



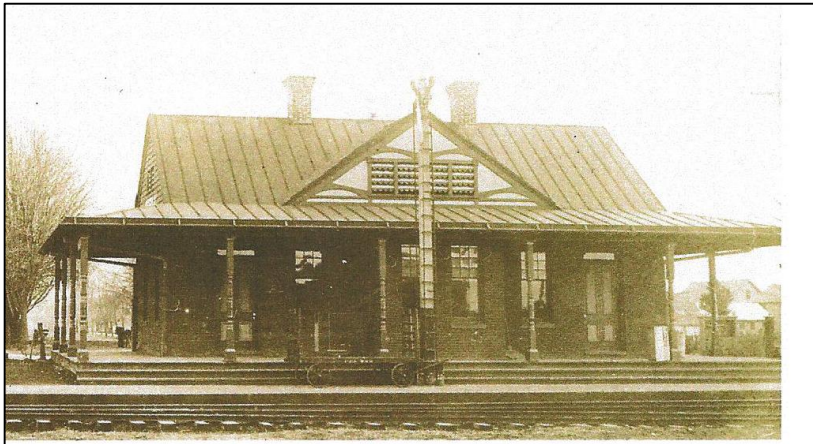
# Eligible Categories

- Construction of turnouts, overlooks and viewing areas
- Inventory, control and removal of outdoor advertising



# Eligible Categories

- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title



# Eligible Categories

- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control



Photo Credit: NTEC





# Safe Routes to School (SRTS) Goals

- Enable and encourage children, including those with disabilities, to walk and bicycle to school.
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities to improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

# SRTS Eligible Activities

- Engineering
  - Design & Construction
- Education
- Encouragement
- Enforcement
- Evaluation

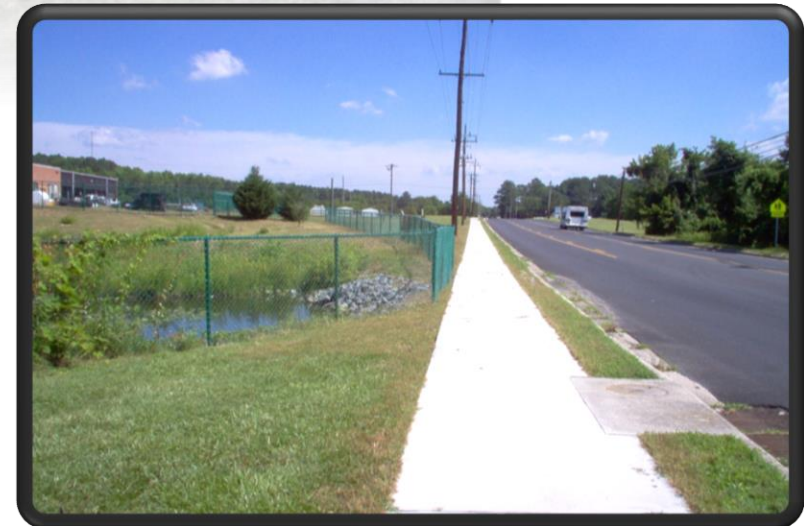
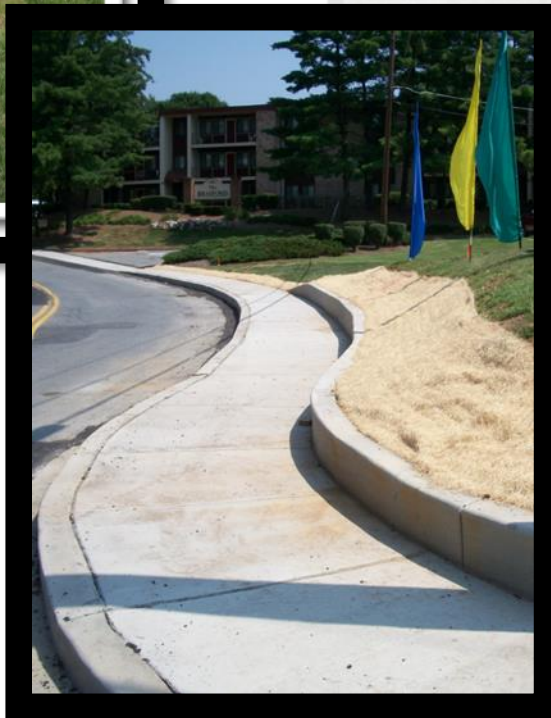
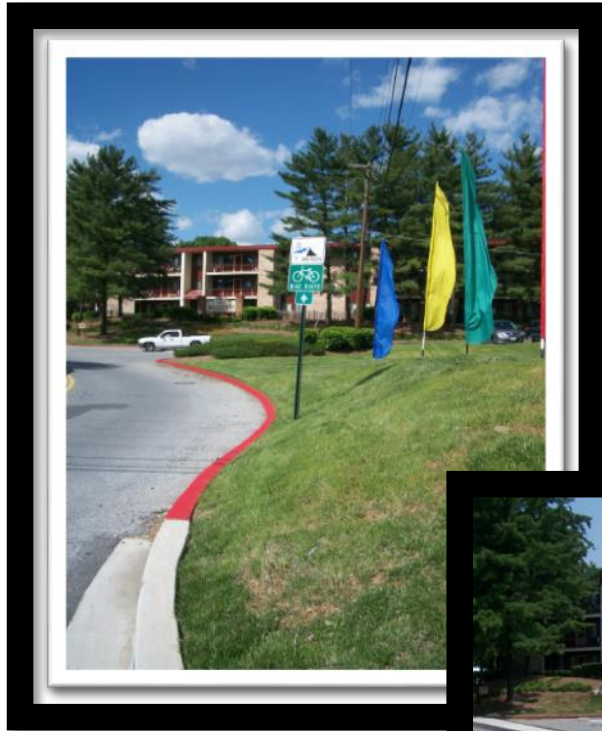


# SRTS Specific Requirements

Projects must:

- Provide 20% cash match
- Benefit elementary or middle school students
- Benefit students who walk or bike to school
- Include school participation
- Be within a two mile radius of the school
- Complete participation surveys and reports

# BEFORE



# AFTER

**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**SHA**  
State Highway  
Administration



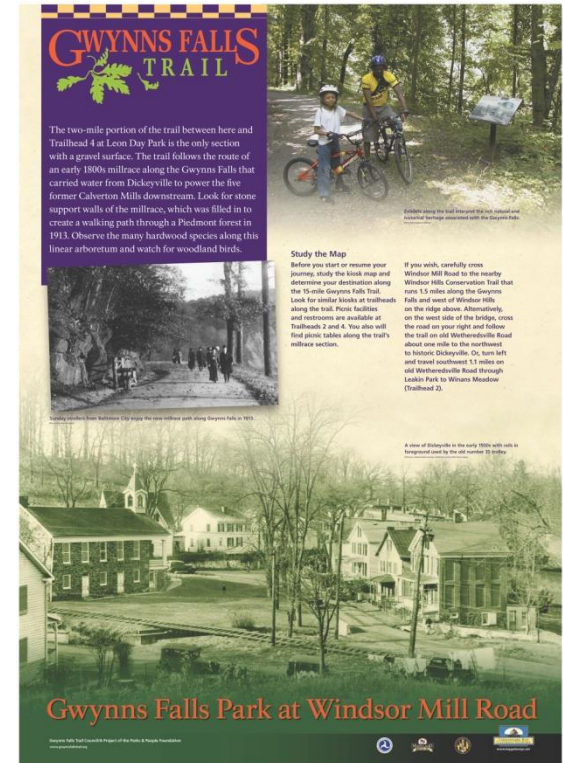
# Recreational Trails Program

- RTP authorized by FAST-Act
- Section of Transportation Alternatives Program (TAP)
- Development of motorized and non-motorized recreational trails
- For recreational trail uses, including:
  - Hiking Trails
  - Shared-Use Paths
  - Bicycle Paths
  - Mountain Biking Trails
  - Water Trails
  - Equestrian Trails
  - Cross-Country Ski Trails
  - Snow Machine Trails
  - All-Terrain Vehicle Trails
  - Off-Highway Vehicle Trails



# How Much?

- Projects capped at \$30,000 for non-construction and \$40,000 for construction
- 80% federal funds to be matched  
20% in-kind or cash
- Reimbursement based only
- Can be sponsored by a government, or non-profit



# Eligible Trail Project Activities

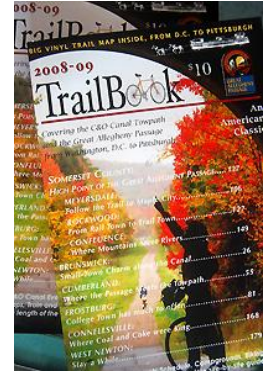
- **Construction, maintenance and restoration** of land or water-based trails and trail-side facilities
- **Purchase** of trail construction or maintenance equipment
- Interpretive/educational programs
- Acquisition of easements for trail development
- *Will not cover planning/design/feasibility studies*





# Preference to Projects That...

- Provide **linkages** or completes existing transportation trails
- Provide **access** between trails and towns
- Provide **access** between communities and recreational or cultural areas
- Enhance **heritage, nature, eco-tourism opportunities**. Is it along a designated byway, water trail, heritage area, Chesapeake Gateway, etc...?



# Project Requirements

- Memorandum of Understandings (MOU)
- Environmental Approvals/Permits
- Right-of-Way Certification
- Federal Procurement Requirements
- Requests for Reimbursement
- Project Completion and Verifications





# Applications



**TA/SRTS: Accepted April 15<sup>th</sup> through May 15<sup>th</sup>**

**RTP: Accepted April 15<sup>th</sup> through July 1<sup>st</sup>**

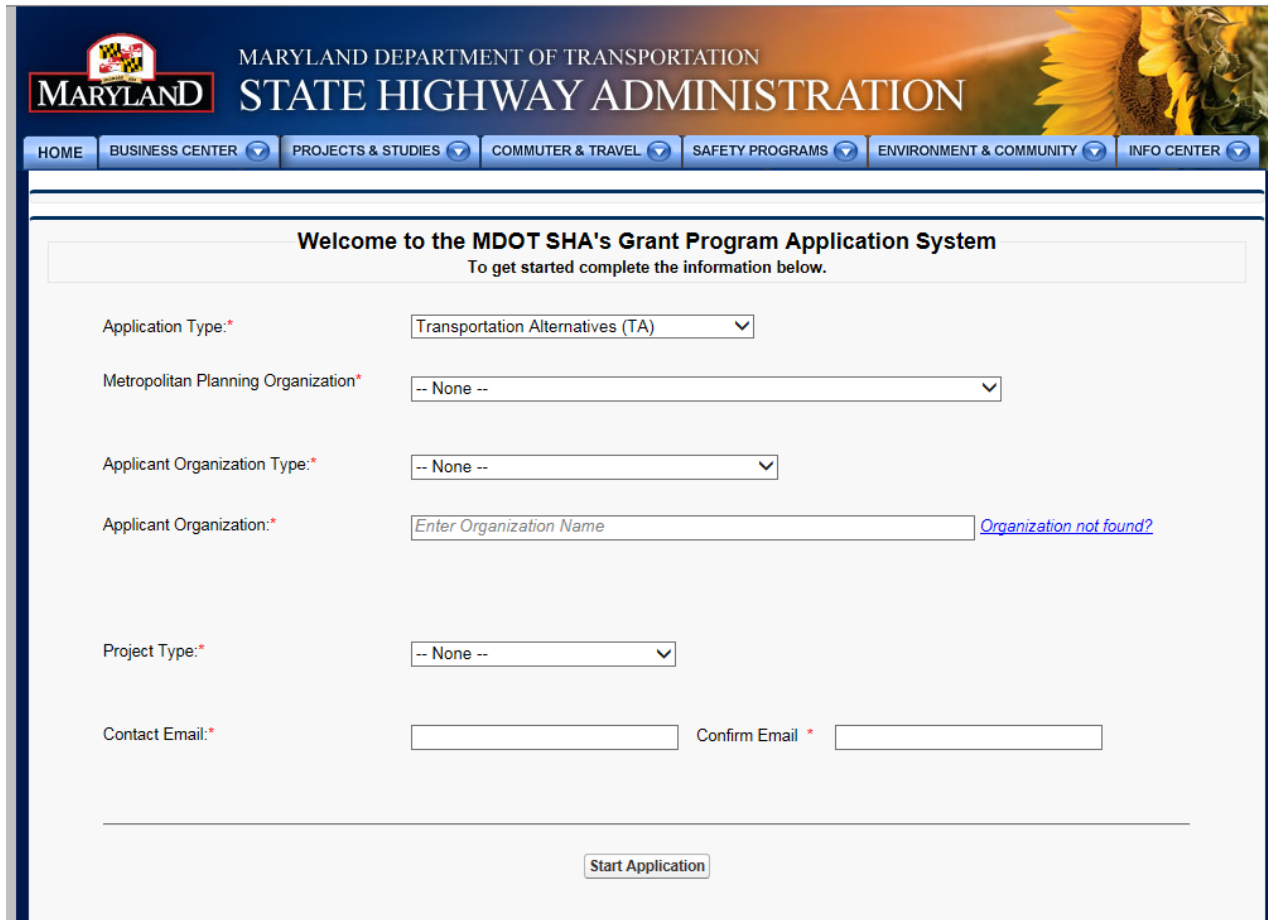
Applications and Application Manual:

<http://www.roads.maryland.gov/Index.aspx?PageId=144>

Additional Safe Routes to School Information:

<http://www.roads.maryland.gov/Index.aspx?PageId=735>

# Application Portal



The screenshot shows the MDOT SHA's Grant Program Application System portal. At the top, there is a header with the Maryland Department of Transportation logo and the text "MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION". Below the header is a navigation bar with links: HOME, BUSINESS CENTER, PROJECTS & STUDIES, COMMUTER & TRAVEL, SAFETY PROGRAMS, ENVIRONMENT & COMMUNITY, and INFO CENTER. The main content area is titled "Welcome to the MDOT SHA's Grant Program Application System" and includes the instruction "To get started complete the information below." The form contains several fields: "Application Type:" with a dropdown menu showing "Transportation Alternatives (TA)"; "Metropolitan Planning Organization:" with a dropdown menu showing "-- None --"; "Applicant Organization Type:" with a dropdown menu showing "-- None --"; "Applicant Organization:" with a text input field containing "Enter Organization Name" and a link "Organization not found?"; "Project Type:" with a dropdown menu showing "-- None --"; and "Contact Email:" with two text input fields for "Contact Email" and "Confirm Email". A "Start Application" button is located at the bottom of the form.

**MARYLAND** MARYLAND DEPARTMENT OF TRANSPORTATION  
**STATE HIGHWAY ADMINISTRATION**

HOME BUSINESS CENTER PROJECTS & STUDIES COMMUTER & TRAVEL SAFETY PROGRAMS ENVIRONMENT & COMMUNITY INFO CENTER

**Welcome to the MDOT SHA's Grant Program Application System**  
To get started complete the information below.

Application Type:\* Transportation Alternatives (TA) ▼

Metropolitan Planning Organization\* -- None -- ▼

Applicant Organization Type:\* -- None -- ▼

Applicant Organization:\* Enter Organization Name [Organization not found?](#)

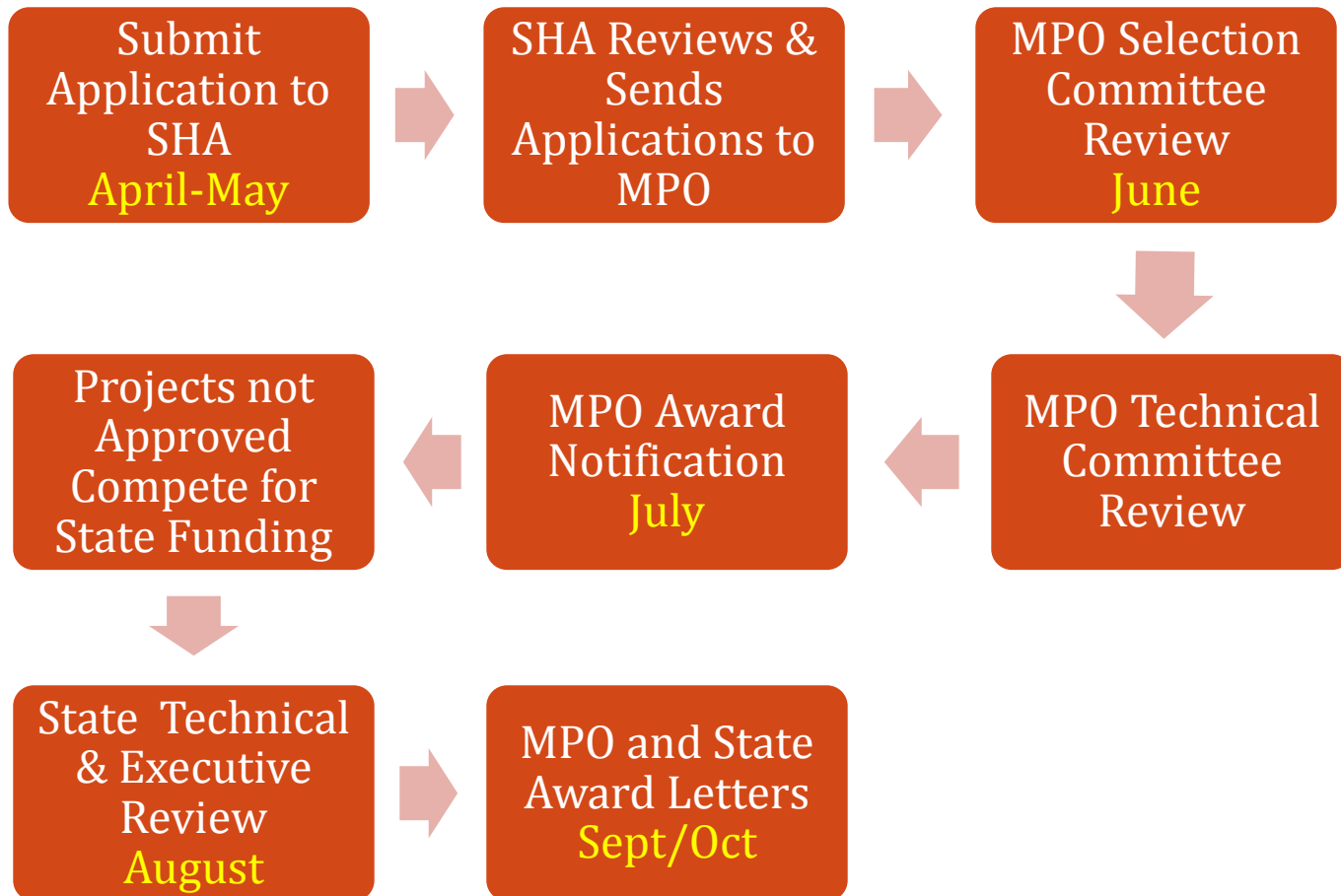
Project Type:\* -- None -- ▼

Contact Email:\*  Confirm Email \*

[Start Application](#)

# TA/SRTS Application Review Process

START :



# RTP Application Review Process

START :





# Tips for Preparing a Good TAP Application

- Answer all of the application questions to the best of your ability; be as concise as possible.
- Be practical with the scope, schedule and budget; include options for phasing the project, if applicable.
- Include photos and maps to help tell the story.
- Be clear about cost of project and where the 20% match is coming from.
- Find out who owns the property; right-of-way (ROW) certifications will need be to obtained for project to move forward.
- Inquire about National Environmental Policy Act (NEPA); NEPA approval will be needed for project to move forward.



# Resources

- Transportation Alternatives Program Website  
[www.roads.maryland.gov/Index.aspx?PageID=144](http://www.roads.maryland.gov/Index.aspx?PageID=144)
  - TAP Manual
  - Milestone Policy
  - 30% Design Plan Activities
  - 60% Design Plan Activities
- Safe Routes to School website  
[www.roads.maryland.gov/Index.aspx?PageID=735](http://www.roads.maryland.gov/Index.aspx?PageID=735)
- Guidance for Local Public Agencies and Sub-Recipients of Federal Funds  
[www.roads.maryland.gov/ohd2/Guide LPAs Other Sub-Recipients FedFunds.pdf](http://www.roads.maryland.gov/ohd2/Guide_LPAs_Other_Sub-Recipients_FedFunds.pdf)
- Recreation Trails Program Guidelines (*revisions coming soon*)  
<http://www.sha.state.md.us/Index.aspx?PageId=98>

# Federal Lands Access Program (FLAP)

Administered By:  
Federal Highway Administration  
Eastern Federal Lands Highway Division

<http://flh.fhwa.dot.gov/programs/flap/md/>

# FLAP Program

- The program was established under MAP-21 and was continued under the FAST-Act to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands
- Supplements State and local resources for public roads, transit systems and other transportation facilities that provide access to high-use Federal recreation sites or Federal economic generators within federally-owned lands
- It is designed to provide flexibility for a wide range of transportation projects in the 50 states

# Contact Information

**Please contact us at any time to discuss potential projects, questions regarding eligibility, design guidelines, etc.**

## **For TA/SRTS Questions:**

**Christy Bernal**

Maryland State Highway Administration  
Regional and Intermodal Planning

Division

707 N. Calvert Street

Baltimore, MD 21202

**410-545-5659**

**cbernal@sha.state.md.us**

## **For RTP Questions:**

**Eric Beckett**

Maryland State Highway Administration  
Regional and Intermodal Planning

Division

707 N. Calvert Street

Baltimore, MD 21202

**410-545-5666**

**ebeckett@sha.state.md.us**

**<http://www.roads.maryland.gov/Index.aspx?PageId=144>**

# Maryland Bikeways Program

March 2017

**Virginia Burke**

Secretary's Office of Planning and Capital Programming

Maryland Department of Transportation

[www.mdot.maryland.gov/Bikeways](http://www.mdot.maryland.gov/Bikeways)

# Bikeways Program Overview

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- State-funded reimbursable grant program
- Government agencies may apply
- Approximately \$2 million available for FY18 awards
- All projects must be completed and invoiced within 2 years of award
- Application window: April 3 through **May 26, 2017**

# Eligible and Priority Projects

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- **Eligible** –
  - Priority Funding Area (PFA); or
  - Within 3 miles of a rail transit station or major bus hub; or
  - Projects identified in the State Trails Plan; or
  - Project included in the annual transportation priority letter submitted to MDOT
- **Priority** - if project enhances access
  - Transit station
  - Sustainable Community Area
  - Maryland Main Street
  - Census tract(s) at or below 60% of Area Median Income
  - Major Institution
  - Central business district, or
  - Tourist or Heritage attraction



# Project Category: Minor Retrofit

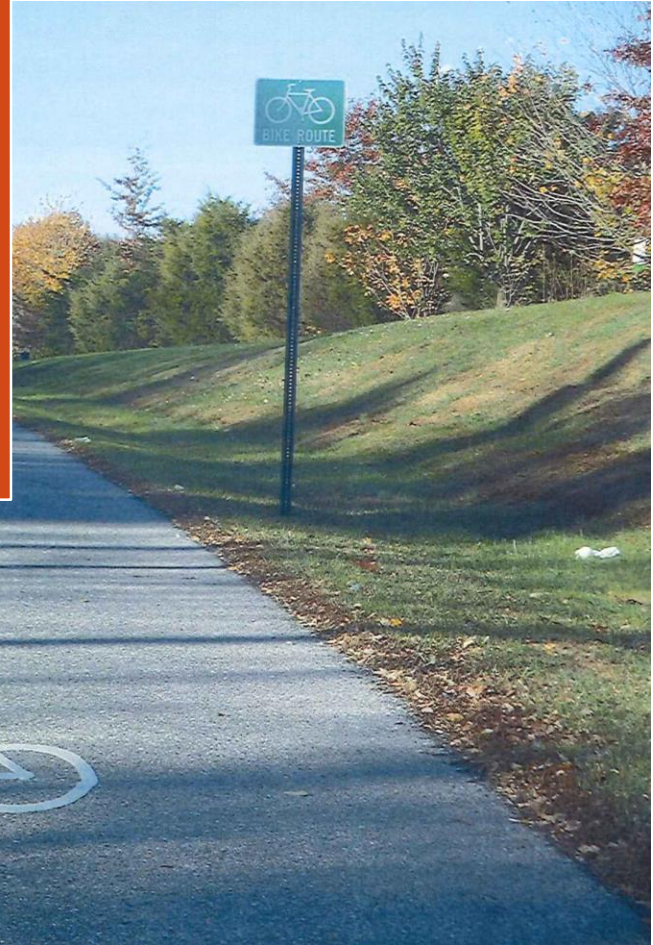
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- Up to \$100,000
- Low-cost bicycle treatments
  - bicycle route signing, striping, sharrows, drainage grate replacement, bike racks, short trail extensions
- Maximum Project Funding
  - 50% for Eligible Projects
  - 100% for Priority Projects
- Up to 15% of Award may support final Design
- Requires ownership and maintenance commitments

# Example Project: Minor Retrofit

## Hagerstown: Hub City Bike Loop

- 1-2 miles of pavement markings, bike lane signage & installation of 10-15 bicycle safe storm drains.
- \$75,000 Bikeways Award + \$10,000 local funds
- Project expenditures included Design and Awareness Campaign





# Project Category: Design

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- No minimum or maximum
- Preliminary through Final design work; Feasibility assessments
- Maximum Project Funding
  - 50% for Eligible Projects
  - 80% for Priority Projects
- General planning activity not eligible

# Example Project: Design

## Howard County: Downtown Columbia to Stevens Forest Road Shared Use Path

- 30% Design Plans for 1.3 mile shared use path and on-road bike facilities
- \$80,000 Bikeways Award + \$10,000 local funds



SHARED USE PATH FROM STEVENS FOREST ROAD UNDER BROKEN LAND PARKWAY



# Project Category: Construction

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- Above \$100,000
- Shared-use paths, cycletracks, transportation trails
- Maximum Project Funding
  - 50% for Eligible Projects
  - 80% for Priority Projects
- Requires ownership and maintenance commitments

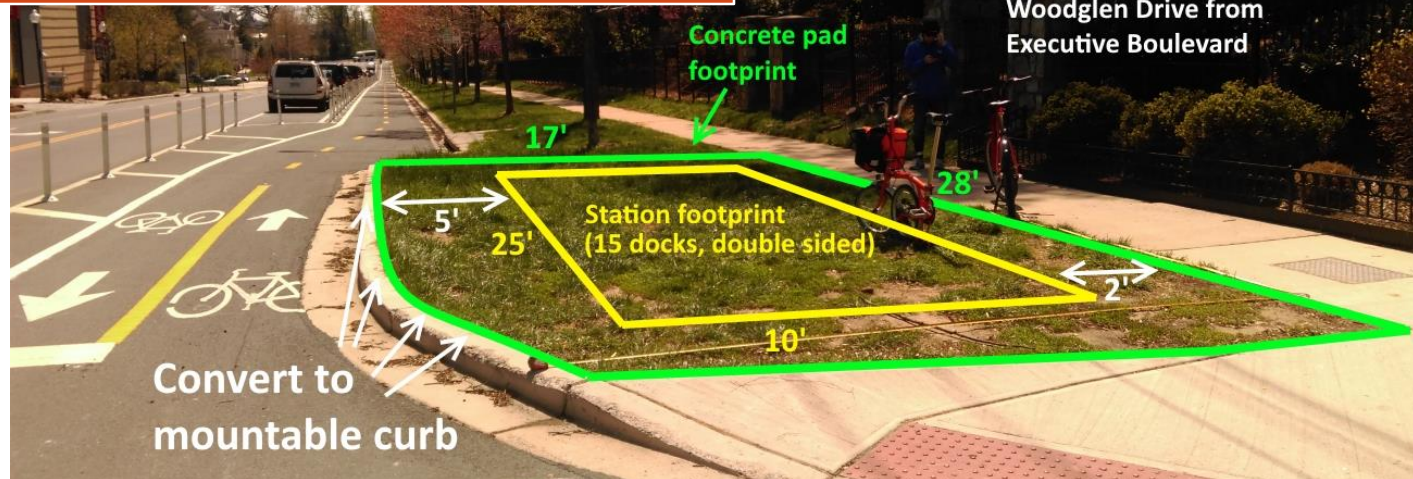
# Example Project: Construction

## Montgomery County: Whiteflint Metro and Twinbrook Bikeshare Expansion

- Construction of five Capital Bikeshare stations serving the White Flint and Twinbrook areas
- \$240,589 Bikeways Award + \$45,147 local funds + \$15,000 3<sup>rd</sup> party matching funds

### Proposed bikeshare station site: Woodglen & Executive

View: Looking south on  
Woodglen Drive from  
Executive Boulevard



# Example Project: Construction

## Anacostia Riverwalk Trail - Kenilworth Trail Section

- 4 mile trail that connects nearly 70 miles of trails in Maryland and the District of Columbia
- federal, state and local partnership
- \$3.48 million in Bikeways funds + federal and local funds



# Ineligible Activities

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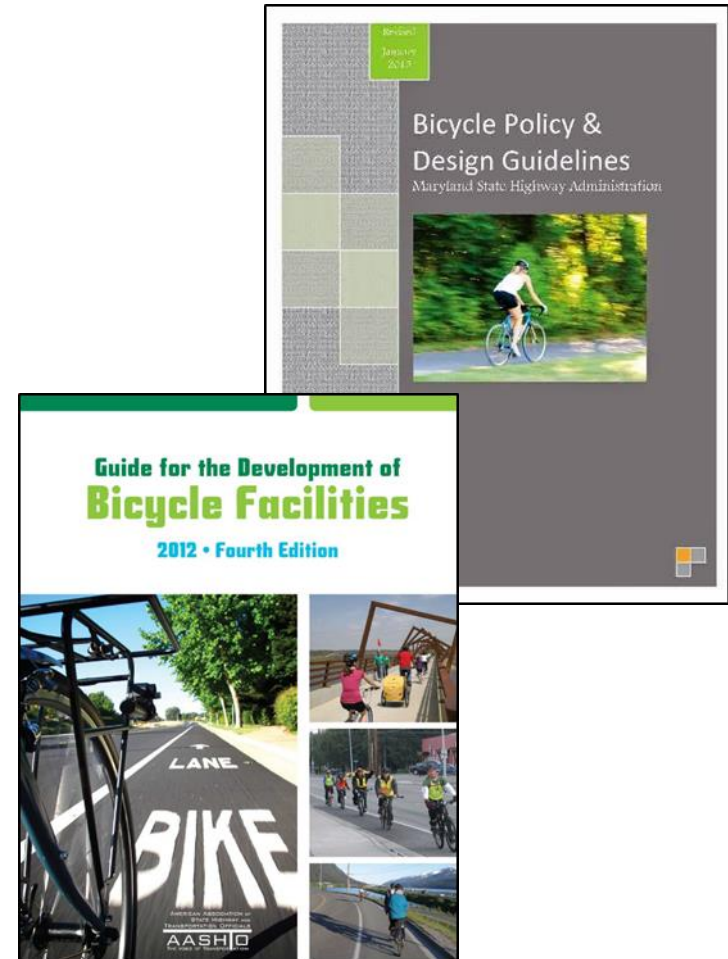
- Recreational route wayfinding
- Print or online maps
- Mountain bike trails or loop trails
- Sidewalks
- Education programs, brochures and events, except that up to 10% or \$10,000 of an award may be used for educational and promotional materials directly related to an infrastructure project



# Design Guidelines

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- 2012 AASHTO Bicycle Design Guidelines
- Maryland MUTCD
- SHA Bicycle Policy and Design Guidelines
- ANPRM Shared Use Path Accessibility
- APBP bicycle parking guidelines
- Facility owner ultimately responsible for design approval





# Grant Timeline

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- **April 3 through May 26, 2017**– Submit Application
- **Summer** – Clarification and follow up during application screening
- **September 2017** – Grant awards announced
- **October** – Submit workplan
- **Nov-March** – Execute Grant Agreement
- **January 2018** – Earliest project begin date
- **By December 2019** – Complete project and submit for reimbursement

# What You Need to Apply

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- FY18 Application Form (revised from prior years)
- Cost estimate prepared by qualified engineer or experienced professional
- 2-year completion timeline and work plan
- Project ownership, maintenance and management commitment
- Secured ROW required for retrofit and construction projects

# Bikeways Webpage & Contact Info

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[www.mdot.maryland.gov/Bikeways](http://www.mdot.maryland.gov/Bikeways)

[MDBikeways@mdot.state.md.us](mailto:MDBikeways@mdot.state.md.us)



Virginia Burke, AICP

MDOT Office of Planning and Capital Programming

410-865-1304

[vburke@mdot.state.md.us](mailto:vburke@mdot.state.md.us)

# Bicycle and Pedestrian Priority Area (BPPA)

March 2017

**Aviva Brown**

*Assistant Regional Planner*

Regional and Intermodal Planning Division

State Highway Administration

# BPPAs

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- BPPA Origin
- BPPA Designation Purpose
- Local Agency's Role
- BPPA Designation
- BPPA Plan (BPPAP) Development



# BPPA Origin

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- The Maryland General Assembly created the BPPA designation as a tool to facilitate the coordination of planning of bicycle and pedestrian facilities in areas with a high potential for bicycling and walking.
- Maryland Annotated Code §8-204 (c)(1)(ii)(1.) allows for the creation of BPPA Plans (BPPAPs) under the Maryland Department of Transportation's State Highway Administration's guidance.

# BPPA Designation Purpose

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- To align local agency and Maryland Department of Transportation's bicycle and pedestrian connectivity goals.
- Development of the BPPA Plan is a collaborative approach to help state and local transportation agencies overcome impediments to bicycle and pedestrian travel within a designated BPPA without the barriers of facility ownership.

# 2016 Designated BPPAs

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1. The Village of Tilghman (Talbot County)
2. Prince George's Plaza Metro (Prince George's County)
3. Rockville Town Center (City of Rockville)
4. Silver Spring CDB (Montgomery County)
5. Bethesda CDB (Montgomery County)
6. Wheaton CDB (Montgomery County)
7. Takoma Langley Crossroads (Montgomery County)
8. Shady Grove (Montgomery County)

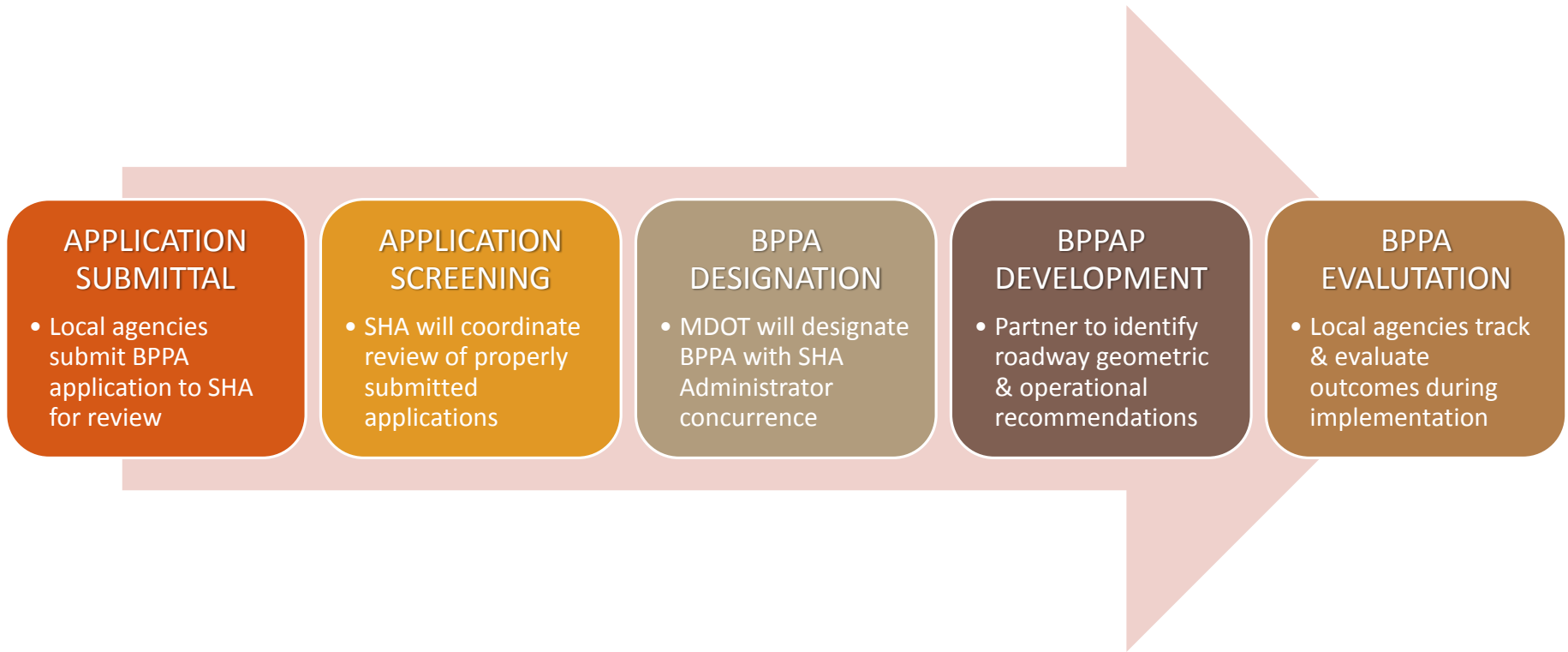
# BPPA Designation Overview

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WHAT BPPAs DO	WHAT BPPAs DO NOT DO
Facilitate coordination between state, local, and private stakeholders	Provide State funding for capital improvement projects
Align state and local planning goals	Replace existing transportation plans and/or goals
Provide for potential use of innovative bicycle and pedestrian treatments	Supersede existing bicycle and pedestrian design guidelines

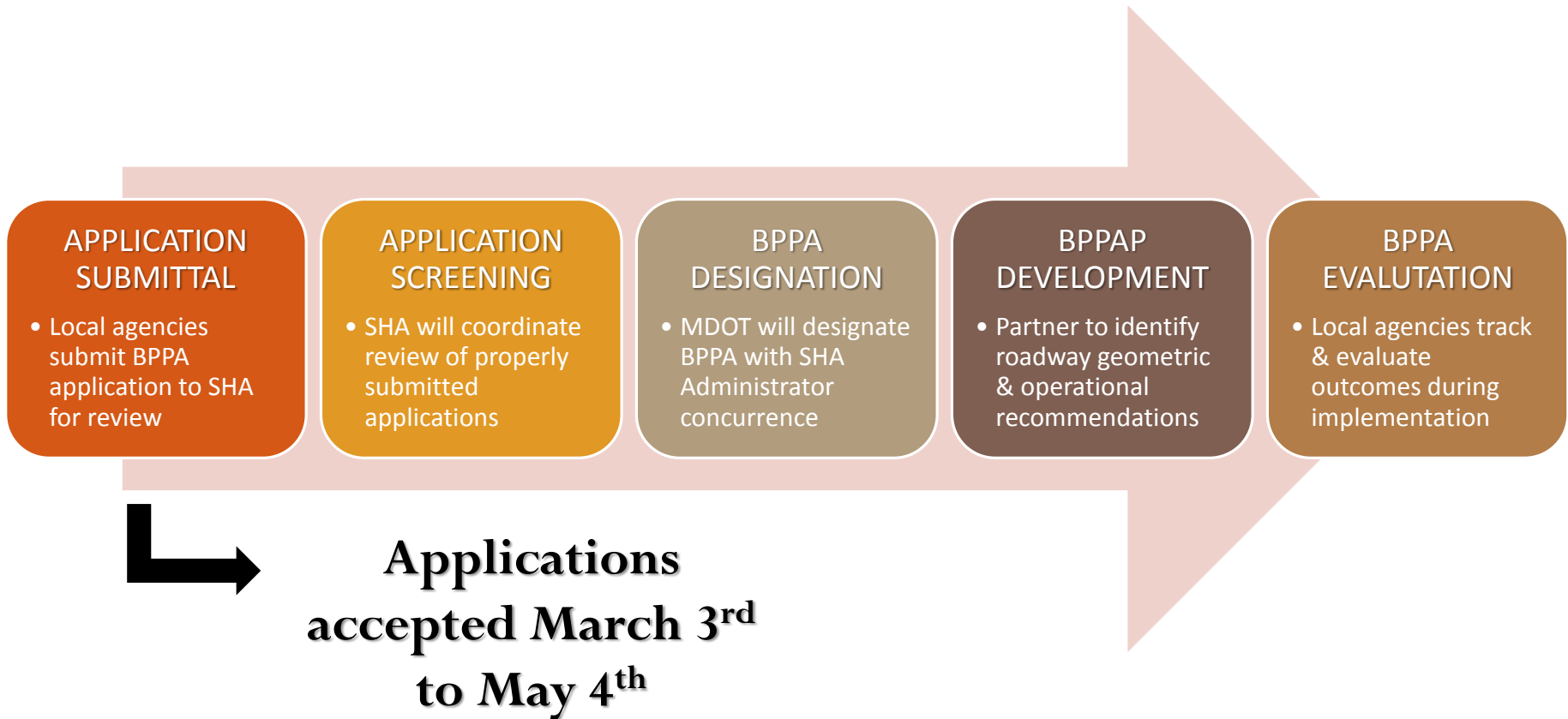
# BPPA Designation Process

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# BPPA Designation Process



# BPPA Online Application

The screenshot shows the 'Welcome to the MDOT SHA's Grant Program Application System' page. The header includes the Maryland Department of Transportation logo and navigation links: HOME, BUSINESS CENTER, PROJECTS & STUDIES, COMMUTER & TRAVEL, SAFETY PROGRAMS, ENVIRONMENT & COMMUNITY, and INFO CENTER. The main content area contains a form with the following fields:

- Application Type:** A dropdown menu with a 'Select --' button. The dropdown is open, showing options: Bicycle & Pedestrian Priority Area (BPPA), Recreational Trails Program (RTP), Safe Routes to School (SRTS), and Transportation Alternatives (TA).
- Metropolitan Planning Organization:** A dropdown menu.
- Applicant Organization Type:** A dropdown menu with '-- None --' selected.
- Applicant Organization:** A text input field with the placeholder 'Enter Organization Name' and a link 'Organization not found?'.
- Project Type:** A dropdown menu with '-- None --' selected.
- Contact Email:** Two text input fields for 'Contact Email' and 'Confirm Email'.

At the bottom of the form is a 'Start Application' button. The footer contains the Maryland Department of Transportation logo, a list of links (About SHA, Accessibility, Employment Opportunities, Site Map, Feedback, Help, FAQs, Privacy Policy, Disclaimers, Contact Us), and the address '707 North Calvert Street Baltimore, Maryland 21202'.

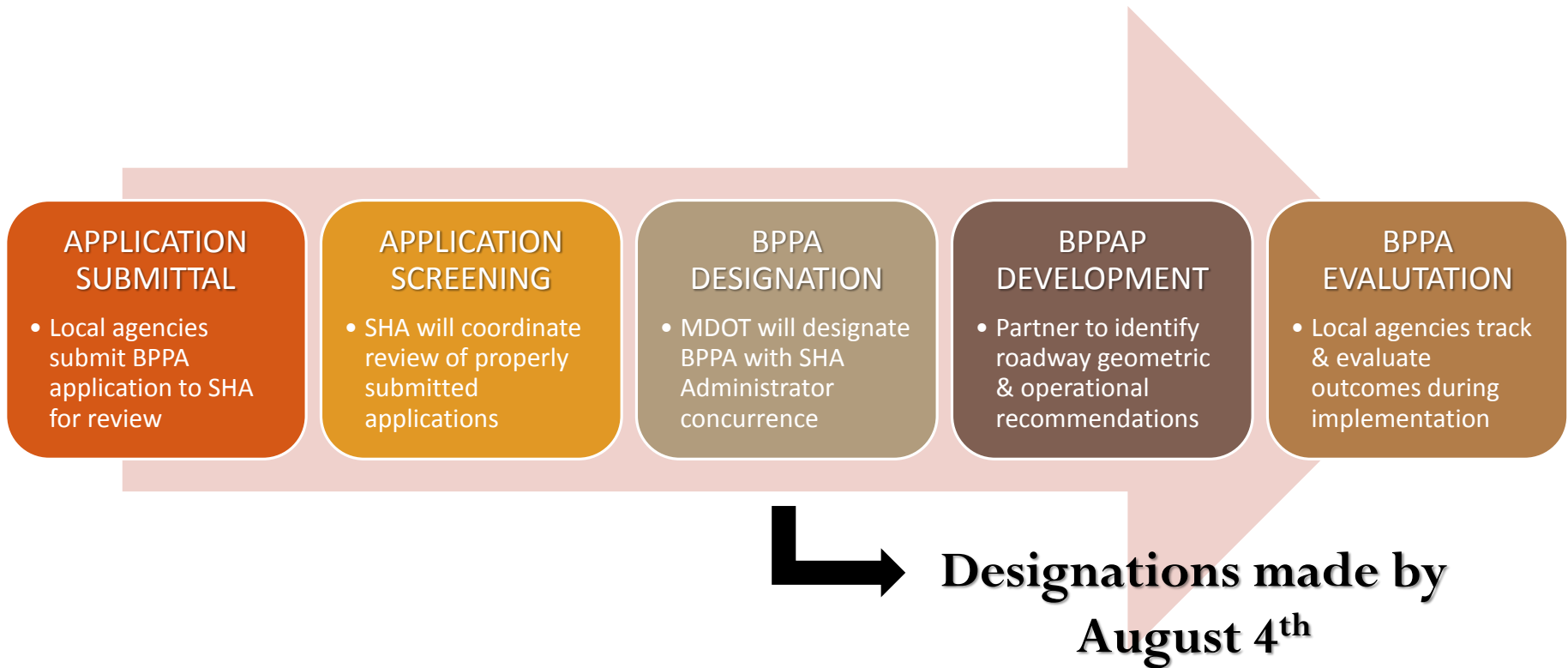
- Features:
  - Streamlined questions
  - Save and Continue
  - Pick lists
  - Attachment uploads
  - Shareable application link
  - Instant submit

# BPPA Application Screening

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1. Urban areas, main streets, and/or tourist centers with high potential for bicycling and walking as transportation modes;
2. Focused area (  $< 0.5$  mile radius);
3. Areas with known obstacles to bicycling and walking and/or safety concerns;
4. Areas that emphasize multi-modal transportation; and,
5. Local commitment supporting bicycling and walking and demonstrated consistency with local plans.

# BPPA Designation Process



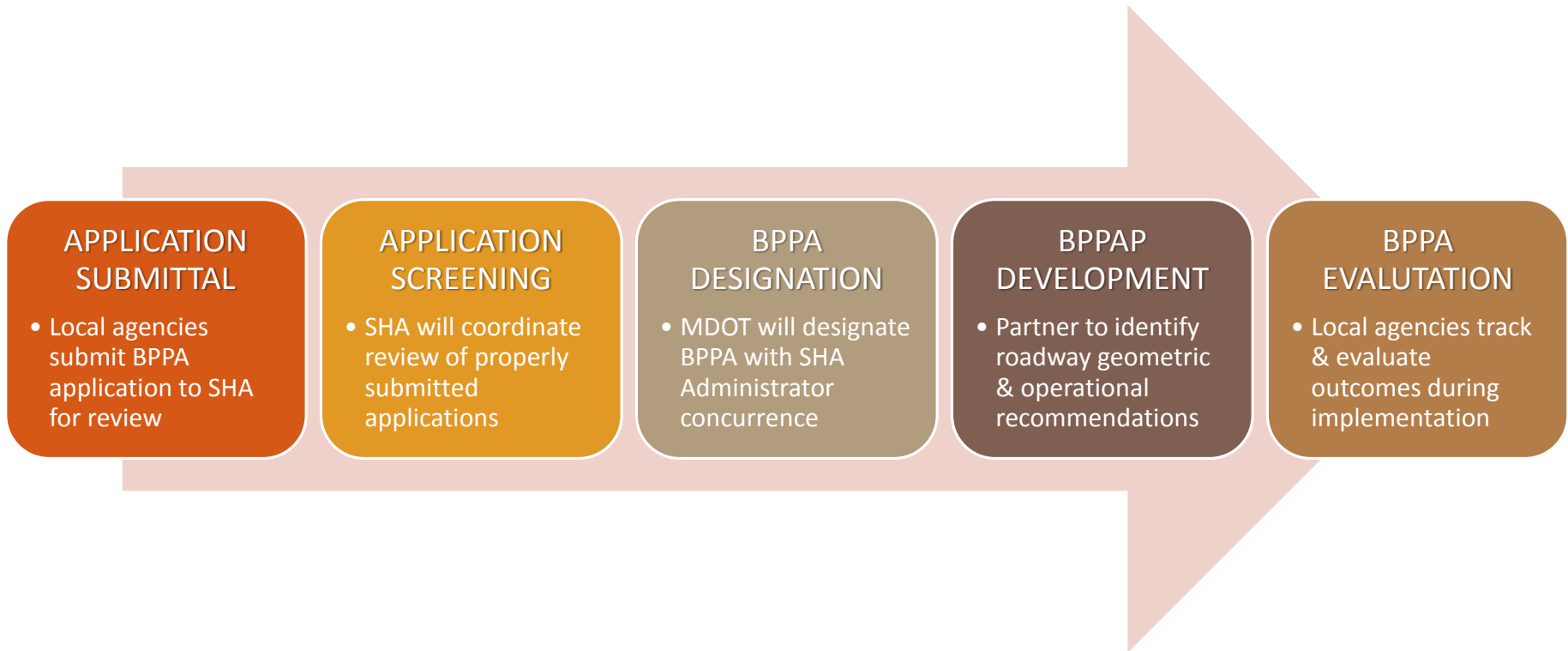
# BPPAP Development

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- The BPPAP is a tailored plan for implementing bicycle and pedestrian treatments that align state, local, and stakeholder goals to expand on existing or planned bicycle and pedestrian infrastructure.
- BPPAP development may include but is not limited to:
  - Facilitating state, local, and stakeholder coordination;
  - Establishing a process and working group for planning and prioritizing bicycle and pedestrian improvements;
  - Identifying roadway geometric and operational recommendations to better align state and local bicycle and pedestrian planning; and/or,
  - Estimating construction costs for typical proposed bicycle and pedestrian treatments.

# BPPA Designation Process

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# Local Agency's Role

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1. Apply for a BPPA designation;
2. Demonstrate local support for bicycle and pedestrian mobility;
3. Participate in state/local workgroups for each designated BPPA;
4. Engage and lead coordination with local community stakeholders and advocacy groups; and,
5. Monitor and evaluate outcomes as recommendations are implemented.

*\*If no State roads are within a BPPA, the local agency leads BPPAP development.*

# BPPA Webpage & Resources

*Please visit the Bicycle & Pedestrian Priority Area webpage for more information and a link to the online application system:*

[www.roads.maryland.gov/Index.aspx?PageId=693](http://www.roads.maryland.gov/Index.aspx?PageId=693)



# Contact Information

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If you have any questions regarding the BPPA application,  
please contact:

**Aviva Brown**

Bicycle & Pedestrian Priority Areas  
Maryland State Highway Administration  
Regional and Intermodal Planning Division  
707 N. Calvert Street, Baltimore, MD 21202

Phone: 410-545-5675

Fax: 410-209-5025

[abrown22@sha.state.md.us](mailto:abrown22@sha.state.md.us)

# Bicycle/ Pedestrian System Preservation Funds

Luis A. Gonzalez

Office of Highway Development  
Innovative Contracting Division

[lgonzalez@sha.state.md.us](mailto:lgonzalez@sha.state.md.us)

410-545-8826



# OHD System preservation funds

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- While SHA works to routinely accommodate bicycles and pedestrians on all state projects, several funds have been created to specifically target pedestrian and bicycles improvements.
- The following is a list of system preservation funds managed by the Office of Highway Development which construct and upgrade bicycle and pedestrian facilities to provide accessible facilities and a connected network.
  - Fund 33 - Sidewalk Reconstruction for Pedestrian Access
  - Fund 79 - New Sidewalk Construction for Pedestrian Access
  - Fund 88 – Bicycle Retrofit
- These funds are **not** grant programs.
  - There is no application deadline.
  - There is no formal application needed for a project to be considered.
  - Requests made for projects will be evaluated on a case by case basis and will be prioritized according to available funding.
  - If a project is approved for engineering all engineering activities will be managed by SHA.
  - If a project is approved for construction all construction activities will be managed by SHA.

## Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

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- The primary purpose of the Sidewalk Reconstruction for Pedestrian Access program (Fund 33) is to upgrade existing pedestrian facilities to meet Americans with Disabilities Act (ADA) guidelines, including the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways, and provide safe, ADA compliant access for pedestrians to public services.
- Projects under this program are considered at locations where no other project is planned.
- These projects are prioritized based upon roadways within ½ mile radius of pedestrian generators (transit, government and public facilities); such as, schools, hospitals, libraries, government services, and senior centers.



## Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

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Before



After

MD 108 sidewalk retrofit from Maple Knoll Drive  
to Saint Paul Methodist Church

## Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

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- Consideration for the number of pedestrian-related crashes and priorities set by the local jurisdictions are factored into the prioritization of projects.
- Projects under this program also fill in gaps in the existing sidewalk network where sidewalk is continuous along the state highway on each side of the gap and when completing the missing gap would provide accessibility to pedestrian generators defined previously.
- For the purposes of this fund, a gap is defined as ½ mile or less without sidewalk along eligible routes.
- Projects completed under this program will generally be funded without a funding contribution from the local jurisdiction.

### *Contact:*

- Jeffrey Folden, Division Chief, SHA Innovative Contracting, 410-545-8814,  
[jfolden1@sha.state.md.us](mailto:jfolden1@sha.state.md.us)

## Fund 79 ~ New Sidewalk Construction for Pedestrian Access

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- The primary purpose of the New Sidewalk Construction for Pedestrian Access program is to construct new sidewalk along the state highway system where it does not currently exist today.
- Projects under this program are considered at locations when requested by the local jurisdiction and where no other project is planned to construct or reconstruct the roadway.
- Projects must also be along an “urban highway” as defined in Maryland Transportation Code Annotated § 8-630.

## Fund 79 ~ New Sidewalk Construction for Pedestrian Access

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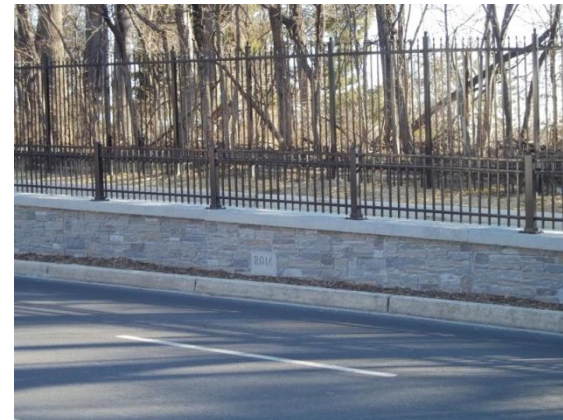
- “Urban highway” means a highway, other than an expressway, that is:
  - Constructed with a curb and gutter and an enclosed type storm drainage system
  - Located in an urban area and on which is located a public facility that creates appreciable pedestrian traffic along the highway from adjacent areas;
  - Located within urban boundaries as defined by the U.S.Census Bureau; or
  - Located within the boundaries of a municipal corporation; and
  - Part of the State highway system.

- Maryland Transportation Code Annotated § 8-630.

## Fund 79 ~ New Sidewalk Construction for Pedestrian Access

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**MD 355 (Wisconsin Ave) from Grafton Street to MD 191 (Bradley Lane)**



## Fund 79 ~ New Sidewalk Construction for Pedestrian Access

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- For a new sidewalk to be considered under fund 79
  - It must be requested by the local jurisdiction
  - The local jurisdiction must agree to maintain the sidewalk upon construction completion
  - The local jurisdiction must secure all right-of-way outside SHA right-of way
  - The local jurisdiction must provide opportunities for public involvement prior to construction
  - The cost of the sidewalk constructed under this program shall be shared equally between SHA and the local government, 75 percent funded by SHA and 25 percent by local jurisdiction if located within a Priority Funding Area (PFA)



## Fund 79 ~ New Sidewalk Construction for Pedestrian Access

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- SHA may fund 100 percent:
  - If the new sidewalk is located within a Sustainable Community
  - If the new sidewalk is within a PFA where there is a substantial public safety risk or significant impediment to pedestrian access
  - For projects where it is determined that there is existing incidences or pedestrian related crashes or risk of pedestrian related crashes specifically due to the lack of sidewalk
  - when the new sidewalk construction along the state highway is within 1 mile of a transit facility including bus stops, light rail, METRO, or MARC Rail facility and is providing accessibility and connectivity to sidewalk for these public services.
- Projects are prioritized first by locations which have demonstrated incidences or high risk incidences for pedestrian related crashes and second to locations which will provide connectivity to pedestrian generators.
- Jeffrey Folden, Division Chief, SHA Innovative Contracting, 410-545-8814, [jfolden1@sha.state.md.us](mailto:jfolden1@sha.state.md.us)

## Fund 88 ~ Bicycle Retrofit

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- **Bicycle Retrofit (SHA Fund 88):** The primary purpose of the Bicycle retrofit program (Fund 88) is to upgrade existing facilities along a state highway to promote connectivity to existing bicycle facilities and retrofitting areas along state highway where there is an established safety concern that affects bicyclist.
- Projects under this program are generally considered at locations where no other project is planned.
- Potential Enhancements include but are not limited to:
  - Placing bicycle signing and marking
  - Striping bike lanes
  - Construction of shared use path or bicycle trails
  - Road diets

## Fund 88 ~ Bicycle Retrofit

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- **MD 170 (Camp Meade Road) Road Diet**



- Project to reconfigure existing travel lanes to provide bicycle accommodations through the corridor.

## Fund 88 ~ Bicycle Retrofit

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- This fund can assist in constructing and or completing trail systems along state highways.
- There are currently a total of 4 shared use path projects being actively designed and one in Construction.
  - The Bethesda Trolley Trail Project- **In Construction**
  - Westminster Community Trail Project
  - MD 124 Shared Use path project
  - US 50 Ocean City Hiker Biker Path
  - US 1 Rhode Island Trolley Trail
- There are also several feasibility studies being developed for potential trail projects that have been requested by local government entities.

## Fund 88 ~ Bicycle Retrofit

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- For a shared use path to be considered under fund 88
  - It must be requested by the local jurisdiction
  - The local jurisdiction must agree to maintain the path upon construction completion
  - The local jurisdiction must secure all right-of-way outside SHA right-of-way
  - The local jurisdiction must provide opportunities for public involvement prior to construction
  - The cost of the shared use path constructed under this program shall be shared equally between SHA and the local government, 75 percent funded by SHA and 25 percent by local jurisdiction if located within a Priority Funding Area (PFA)

## Fund 88 ~ Bicycle Retrofit

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- SHA may fund 100 percent:
  - If the shared use path is located within a Sustainable Community
  - If the shared use path is within a PFA where there is a substantial public safety risk or significant impediment to pedestrian access
  - when the shared use path construction along the state highway is within 1 mile of a transit facility including bus stops, light rail, METRO, or MARC Rail facility and is providing accessibility and connectivity to these public services.

*Contact:*

- Jeffrey Folden, Division Chief, SHA Innovative Contracting, 410-545-8814, [jfolden1@sha.state.md.us](mailto:jfolden1@sha.state.md.us)



## *General process for evaluating a request for new sidewalk or construction of a Shared Use path*

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- STEP 1: Request from local government
  - Request for the sidewalk or shared use path must be made in writing by local government.
- STEP 2: Preliminary Assessment
- STEP 3: Feasibility Studies
- STEP 4: Study findings discussion prior to engineering phase.
  - Prior to proceeding to the next step local government must submit a letter of intent to SHA.
  - Letter must include:
    - willingness to assist in securing the necessary right-of-way
    - Willingness to provide a funding contribution as required by the program
    - Commitment to maintain shared use path or sidewalk if constructed.

## *General process for evaluating a request for new sidewalk or construction of a Shared Use path*

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- STEP 5: Final Engineering & Construction
  - Prior to construction funding being considered the following must be secured:
    - Right-of-way must be secured by the local government either by rights of entries or actual land acquisition
    - Agreements must be secured for required funding contribution as required by each program and future maintenance of facilities.

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...and contact us with questions, or to discuss your project

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Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS)

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Bicycle and Pedestrian Priority Areas

**Aviva Brown**, 410-545-5675, [ABrown22@sha.state.md.us](mailto:ABrown22@sha.state.md.us)

Bike/Ped System Preservation Funds

**Luis Gonzalez**, 410-545-8826, [LGonzalez@sha.state.md.us](mailto:LGonzalez@sha.state.md.us)